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REPORT

CD NO.

50X1-HUM

COUNTRY Poland
SUBJECT Economic - Ball-bearing industry
HOW PUBLISHED Newspapers, periodicals; books
WHERE PUBLISHED Warsaw, Frankfurt am/Main
DATE PUBLISHED 25 Mar 1948 - 6 Feb 1951
LANGUAGE Polish

DATE OF INFORMATION 1948 - 1951

DATE DIST. 28 Mar 1951

NO. OF PAGES 5

SUPPLEMENT TO REPORT NO.

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SOURCE Newspapers, periodicals, and books as indicated.

BALL-BEARING AND AUTOMATIC INDUSTRY IN EASTERN POLAND

This report is a compilation of fragmentary data on the Polish ball-bearing industry and related establishments. The data was obtained from coverage of all pertinent Polish periodical literature and a number of the newspapers of the period February 1949 to February 1951, as well as yearbooks published in 1948. Numbers in parentheses refer to appended sources.

As early as 25 March 1948, Rocznik Przemysla Odrodzonej Polski (1), in its classified index under ball-bearing production, listed one producer - Huta "Malapanew" ("Malapanew" Metallurgical Plant), Ozimek, (northwest of Katowice), Opole Powiat. The description of the plant lists the following products: steel castings, rollers, machine parts, machine cases, bearings, and bearing brackets for clamping shafts [1], machining; production of oxygen and gasworks tar.

The "Malapanew" plant is seldom mentioned in the press. However, on 1 August 1950 Rzeczpospolita (2) reported that workers employed at the Siderurgica Breda Smelting Works in Milan had sent a letter to the workers' council at "Malapanew" in Ozimek with a promise to fight for progress and peace.

From 1948 on, references to plans for a ball-bearing plant appeared from time to time in publications and the press.

The four largest investments planned for the metal manufacturing industry for 1948 included 94 million zlotys for a ball-bearing factory. Construction of the factory was to begin during the Three-Year Plan (1947-1949). (3) By March 1948, the precision and optical instruments branch of the Polish metal manufacturing industry was reported to have begun work on the problem of activating the production of ball bearings in Poland. (4)

In July 1950, Gospodarka Planowa (5) mentioned a ball-bearing plant in Krasnik, Lublin Wojewodztwo, as being among new plants of the metal manufacturing industry on which construction was undertaken during the Three-Year Plan. Others in the same category were the truck factory in Starachowice and the passenger automobile factory in Warsaw.

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The production of the ball-bearing plant was reported to be intended for the automotive and other industries.(4)

The plan for 1950 listed products which were to be manufactured in Poland for the first time. This list did not include ball bearings.(6) This may possibly indicate either that ball bearings were being produced, at least on a small scale, either at "Malapanew" or elsewhere prior to 1950, or that the ball-bearing plant in Krasnik was already producing in the winter of 1949.

As for roller or needle bearings, no specific references to the manufacture of either have been found in the Polish press and publications covered. However, a 1950 issue of Przegląd Komunikacyjny (7) advertised SKF roller bearings for railroad cars and locomotives for sale by SKF, Łozyska Toczne, Biuro Techniczne (SKF, Antifriction Bearings, Technical Bureau), Nowy Swiat 19, Warsaw.

The ball-bearing plant in Krasnik is often mentioned in connection with the automotive plant in Lublin, 45 kilometers distant by rail. Thus, in discussing plans for the industrialization of undeveloped areas, each of three sources (8, 9, 10) mentioned the building of both plants. In addition, one of the sources (9) stated that, during the Six-Year Plan, the value of industrial production in Lublin Wojewodztwo would increase fivefold. It identified the most important investment projects in this wojewodztwo as the automotive factory in Lublin, the factory for installation equipment in Poniatow, and the ball-bearing factory in Krasnik. Another source (8) stated that, during the Six-Year Plan, industrial employment in Krasnik, Lublin, and Pulawy powiaty would increase by about 20,000.

The following article (11) in which the plant is called the Fabryka Wyrobów Metalowych (Metal Products Factory) gives late (30 January 1951) information on conditions at the ball-bearing plant in Krasnik.

"The PKS (State Motor Transportation) bus between Lublin and Krasnik still travels a bumpy, winding road, but in the near future the road will be replaced by a smooth, modern highway connecting Lublin with the mighty Fabryka Wyrobów Metalowych, one of the largest investment projects of the Six-Year Plan. From month to month, industrial expansion is changing the employment habits and spirit of the population of this rural, backward powiat.

"The factory has already experienced its first year under the production plan. The plan has not only been fulfilled, but increased and exceeded by 60,000 ball bearings. The workers of the plant are from Krasnik, Wyznica, Dzierzbowice, and Urzedowo - all peasants and boys and girls who never before had anything to do with machinery other than plows and threshers. Makuch, secretary of the party organization, knows all the workers intimately.

"Toward the end of 1949, the plant's spacious shops were being erected and modern machinery was being moved in. Skilled workers arrived and local recruitment began among the farm hands. After 6-8 weeks' training, the workers became familiar with the strange new machinery and decided to stay at the plant. The party organization acquired 70 new members from the workers of the production shops. Thirty percent of the factory employees are women, and nearly all the workers are of peasant origin. Already 39 rationalizers have been developed among them. An outstanding worker is Leokadia Wojtaszek, a Krasnik farm orphan, who, after a year's work in the polishing and grinding division, recently won the Silver Cross award for her good work, her struggle to raise the norms and exceed the plan, and her persistent efforts to mitigate stoppages.

"Krystyna Maciag, another peasant girl, nearly broke down when she first started at the plant. She was afraid of the machinery and was constantly being transferred because all her work had to be scrapped. But the party secretary encouraged her. "Even if you produce one good piece for every ten scrapped,

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that's not bad. Keep on learning and become familiar with your machine," he told her. Her defective output gradually decreased and finally disappeared. Today she sets up machines.

"Young Marian Sydof is in charge of the ZMP (United Polish Youth) factory brigades and of the 170 students of the industrial school, 20 percent of whom are girls.

"The factory buildings cover an enormous area with smooth, spacious, asphalt surface surrounded by young oak trees. Not far from the plant, a modern residential development called Dabrowa-Bor is being built. White dwellings with running water and electric lighting already house about a thousand persons. By the end of the Six-Year Plan, they will house 6,000-8,000 residents, which is approximately the population of Krasnik today. In the future, the town will have schools, administration buildings, a medical clinic, a motion picture theater seating 800, and a large athletic field. In the more distant future, the development will have 14,000 residents.

"All these changes imply parallel expansion of the factories, to include a nursery for 80 children and a training center. A new branch railroad line and station will be built, and a gas main will be installed to serve Krasnik as well."

Because of the close connection between the ball-bearing and automotive industries, and because production and employment indexes for this geographical area are apt to cover both Krasnik and Lublin, the following article (12) describing progress at the automotive plant in Lublin and Soviet aid to Polish industry is given.

"All Lublin is talking about the giant heavy truck factory being erected on the outskirts of the city. The original plan called for the building of an automotive assembly plant which would manufacture only certain machine parts. However, in spring 1950 it was decided to build a complete, modern plant which would be one of the largest in Europe. The following facts give some idea of the size of the undertaking: With respect to economic significance and the number of workers employed, this factory ranks second after Nowa Huta among investment projects of the Six-Year Plan. This plant will account for a large share of the 25,000 heavy trucks to be produced annually toward the end of the Six-Year Plan.

"In the early stages of the project, plans and credits were approved but there was no manpower for the construction work. The local "Budowa" building cooperative had only nine employees and one old truck. But there was considerable untapped manpower in the area. A subdivision of Beton-Stal (part of the Association of Industrial Construction) was set up within the local cooperative. Farm folk from nearby villages came to Lublin to learn masonry, lathing, carpentry, and welding until the building division comprised 600 persons, among them 70 percent of rural origin.

"Workers who erected the workshops can already see signs of the trucks which will be leaving the assembly plants in the immediate future. They can also see the enormous crates with Russian markings piled up in the shops. These contain modern Soviet machinery which, guided by Polish hands, will produce Polish automotive vehicles. Soviet aid does not end there. Soviet aid is present in the technical plans, in the constant supervision, in the conferences on technical problems, and in constant contacts with experienced Soviet technicians. A group of Polish engineers and technicians is now gaining experience in the automotive works in Gor'kiy and another group will soon follow."

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In connection with Soviet aid to Polish industry, the following information (13) on the Polish-Soviet trade agreement may be noted: "Under the trade agreement between Poland and the USSR, signed in June 1950, the USSR will export to Poland more than 30 key industrial installations, including a truck factory, a passenger car factory, a tractor factory, and a ball-bearing plant. In addition to supplying complete equipment for these factories, the USSR supplies valuable technical literature, technical plans, records of Soviet experience, and Soviet licenses and patents. The USSR assists in the designing and construction of the plants and in the installation of the equipment. It also gives practical training to Polish engineers, technicians, and workers in Soviet industrial plants."

To continue with the description of the Lublin plant (12):

"The heart of the plant will be a modern automatic foundry, which will produce not only basic castings but also cutting tools.

"The factory personnel is increasing as construction progresses. In July 1950 it consisted of five persons: the managing director, the financial director, the investment director, the personnel manager, and a bookkeeper. The factory is still under construction, but part of its future staff is already working there. Students of the evening lyceum are getting experience in the plant offices, drafting and preparing technical documents, production plans, instructions, and technological processes under professional guidance. Courses in welding and drafting are being conducted. Some of the students are getting on-the-job training at Starachowice.

"Residential construction is also making progress. The first development, to house 7,000 residents, is being built next to the factory site. There will be three such developments, with a combined total of 10,600 rooms. There will also be public buildings, schools, athletic fields, clubhouses, stores, and restaurants. There must be parallel expansion of power, gas, water supply, and urban transportation facilities. Eighty kilometers of new railroad lines will be built in the area."

SOURCES

1. Warsaw, Rocznik Przemyslu Odrodzonej Polski (Industrial Yearbook of Renascent Poland), 25 Mar 48, pp 526 and 535.
2. Warsaw, Rzeczpospolita, daily newspaper, 1 Aug 50
3. Warsaw, Rocznik Polityczny i Gospodarczy 1948 (Political and Economic Yearbook for 1948), Jul 48
4. Warsaw, Gospodarka Planowa, monthly periodical, Feb 49
5. Warsaw, Gospodarka Planowa, Jul 50
6. Warsaw, Monitor Polski, irregular newspaper, 16 Mar 50
7. Warsaw, Przegląd Komunikacyjny, monthly periodical, Aug/Sep 50
8. Warsaw, Gospodarka Planowa, Oct 50
9. Warsaw, Zycie Gospodarcze, semimonthly periodical, 16 - 31 Aug 50
10. Frankfurt am/Main, Wiadomosci Polskie, DP weekly newspaper, 5 Nov 50

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11. Warsaw, Trybuna Ludu, daily newspaper, 30 Jan 51
12. Warsaw, Trybuna Ludu, 6 Feb 51
13. Warsaw, Motoryzacja, monthly periodical, Nov 50

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